

SRP named on pages 6, 11-12, 27, and 35 in the February 2017 issue of the *BLHS Bulletin*:



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Bridge Line Historical Society
Bulletin

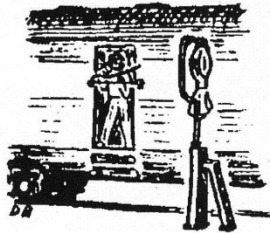
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February 2017



SRP



The Mail Car
Mail from our favorite
source - our readers!

Photo explanations from Mike Bischak

I noticed that the caption for the photo on the bottom of page 13 in the December issue is for the pushers on CX-1 at Stillwater Dam, but the photo is actually of the head end of that train.

CX-1 that day (8/12/77) was led by RS3M #501, GP39-2 #7420 (ex-RDG), GP38-2 #7321 (ex-LV), GP39-2 #7406 (ex-RDG) and one of the new 7600-series GP39-2's. Behind me (as photographer) is Penna. Route 171, which was and would have been the old NYO&W right-of-way beyond that. Stillwater Dam was built by the U.S. Army Corp. of Engineers in 1960 to protect the Lackawanna Valley from flooding of the Lackawanna River. The old Penn Div. CX-1 is on is now the NEPA Rail-Trail.

Speaking of the NEPA Rail-Trail ... they just saved a D&H caboose! The 35708 that was sitting rotting away on a siding on the D-L in Mayfield, Pa. has been purchased by the NEPA Rail-Trail Council from Southwind Rail Transportation (SRTL). It will be restored (hopefully starting in the spring) to be used as a museum at one of the trail heads, possibly in Uniondale, Pa. where the council has its office. If anyone out there happens to come across any drawings of this series of cabooses (blueprints and such), please let me know. I volunteered to help with the restoration. It will need to be stripped down to the frame (which is solid), as all the plywood is beyond saving.

I know the Leatherstocking NRHS has a lot of the D&H stencils from the Oneonta paint shop, but that's a long way off right now. I have quite a few photos

of the caboose when it was used in Taylor yard.

Pennsylvania Division from S. Robert Powell

Enjoyed very much Robert S. Ryczak's *A Weekend in Scranton* and Steve Wagner's *Open Platform Observations: A Trip to D&H Country* in the December 2016 *Bulletin*. As those two articles make abundantly clear, there is a lot to see and do in northeastern Pennsylvania for railfans in general, and for D&H railfans and historians in particular.

And while those railfans and historians are enjoying railroads and railroad history in what Steve Wagner has beautifully and appropriately identified as "D&H country," they can fuel their engines on the diverse and delicious gastronomic treasures that are to be found in the Lackawanna Valley and environs. An army, after all, as Napoleon (or possibly Frederick the Great of Prussia, or possibly Claudius Galen, chief physician of the Roman army) once observed, an army marches on its stomach, and so do railfans and rail historians.

During their weekend here, Robert Ryczak and friends (from Maryland) and Steve Wagner (from Massachusetts) hit many of the gastronomic hot spots of the area. In their articles, we read about: the retro Coney Island Lunch eatery on Lackawanna Avenue in Scranton (Chicago firehouse-style chili, homemade pie and rice pudding, birch beer), Krispy Kreme donuts, breakfast at Carmen's at the Radisson, the delicious array of food that was enjoyed by all BLHS members at the BLHS luncheon at Al Mia Amore Restaurant (Caesar salad, Vodka Rigatoni, Chicken Marsala) ("Al Mia Amore provided what I think was the best food I've ever eaten at one of our society's gatherings", noted Steve), Kildare's Irish pub in Scranton "for an organoleptic experience of beer and burgers", "a sumptuous Sunday brunch at Carmen's" in the waiting room of the Lackawanna Station (home-made omelets, a chocolate fountain, fresh strawberries), and the bar/restaurant Legends (pierogi and golabki). The board members of the local Chambers of Commerce and the regional tourist promotion agencies would surely benefit from a gastronomic trip around northeastern Pennsylvania under the

guidance and direction of Robert and friends, as well as Steve.

The best feature of the entire weekend, however, was the relaxed and easy going D&H camaraderie and fellowship that was enjoyed by all who were a part of the event. At the same time, the weekend was a learning experience for all of us about "America's oldest continually-operated transportation company".

Publishing news galore from Stan Trzoniec

My Delaware & Raritan Valley railroad finally made it to the cover of this month's *Classic Toy Trains* magazine. I photographed it on my layout, and the article goes with the inside story on making up an identity of your railroad with paint and custom-made decals. It should be on the newsstand shortly, as I get an advance copy when a story of mine is included in the magazine.

My new Boston & Maine book literally flew out the doors at the railroad show in Wilmington, MA in November. I must have hit a nerve for sure.

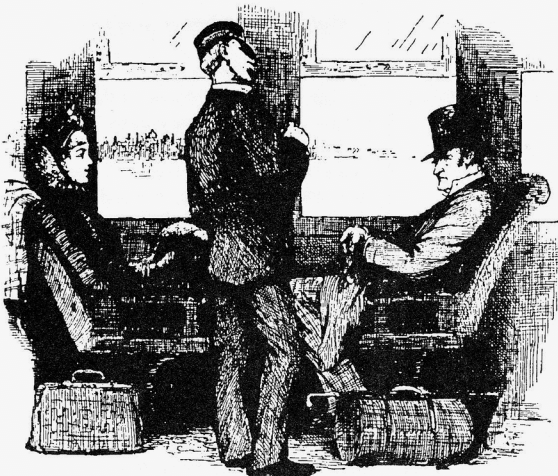
Photo items from Ed Zech

Re: The picture on page 5 of the January 2017 issue, by Richard Herbert. I believe it is a southbound Penn Division freight with a cut of ore on the head end, possibly for delivery to the Erie Lackawanna at Scranton for the run-through train with the Central of New Jersey, SE-98. An empty coal train would not need three 6-axle pushers, and for 1974, there is no caboose in sight. The picture was taken from Starrucca Viaduct on the ex-Erie main line.

Also, the date of the top picture on page 21 seems wrong. The date given is 1975, but that can't be correct, because the ex-Lehigh Valley C420s that came over to the D&H in 1976 remained in various Lehigh Valley colors for some years, as painting of engines was not a priority.

From the membership comments from the renewal forms

Keep up the great work! Look forward to each issue.



Bridge Line Memories

A compendium of the letters, items, stories and memories about our favorite railroad and other related subjects.

SRP
article

Reflections by S. Robert Powell

Regarding the wine train in the **Mike Bischak** photo on the top of page 13 in the December 2016 issue of the *Bulletin*, this is the second year in a row that the Greater Carbondale Chamber of Commerce, in partnership with Steamtown National Historic Site, has hosted autumn wine trains from Carbondale to Scranton. This year, on September 17 and 24, at 2 P. M. Delaware-Lackawanna C420 #405, leading five passenger coaches, departed from Carbondale for the trip down the Lackawanna Valley, with stops at Archbald, Jessup, Olyphant, and Scranton.

On the platform at each of those stations, and on the platform at Carbondale before the train departed, local restaurants and wineries set up tables and offered samples of their wares to the more than 300 passengers (at \$50 per ticket) who filled the five passenger coaches. At all of the stops, all of the passengers got off the train (1) to sample the food and wine pairings presented, and (2) to enjoy the musical performances at each station by local musicians.

As the train moved down the Lackawanna Valley, it was my pleasure,

contingent of busses, provided by Propst Transportation of Archbald, PA, which carried the excursionists back to Carbondale, where they had parked their cars at the beginning of the day.

A holiday mood prevailed throughout the day and all of the passengers and excursion officials, including the tour guide, thoroughly enjoyed these rail excursions. These wine train excursions from Carbondale will take place again in September 2017. For specific excursion dates, and to make reservations, contact the Greater Carbondale Chamber of Commerce at 570-282-1690.

Stillwater site

Regarding the **Mike Bischak** photo on the bottom of page 13 in the December issue of the *Bulletin*, I agree with our publisher's explanation of the photo (page 10, January issue): Mike's caption is correct; the train is a northbound.

A good map of this portion of the Jefferson Branch of the Erie Railroad from Carbondale to Lanesboro is given in Volume XI ("The Jefferson Branch of the Erie Railroad", p. 102) of my series on the history of the D&H. "Stillwater" (aka "Stillwater Reservoir") was converted (a flood-control project) by the U. S. Army Corps of Engineers to become, in September 1960, "Stillwater Lake", at a cost of \$5,725,700.

The Carbondale roundhouse

In President John Milczarek's report

as historical tour guide, to move from car to car and present a thumbnail history of the Valley Road and the D&H to the passengers, the majority of whom were very interested in learning about the D&H and about the D&H steam line from Carbondale to Scranton, which opened on July 4, 1871.

The wine train arrived in Scranton around 7 P.M., and all of the passengers then boarded a large

in the January 2017 issue, the question of extant photographs of the Carbondale D&H roundhouse was raised.

In the holdings of the Carbondale D&H Transportation Museum there are many photographs of the 1910-1911 41-stall roundhouse (the inner circle of the roundhouse had a diameter of 199 ft. 8 1/4 in., the outer diameter being 407 ft., 11 3/4 in., giving a stall depth of 104 ft. 1 1/2 inches. The roundhouse contained 140,000 square feet), and the 105-foot turntable (not 150-foot) was installed therein on March 22, 1926 to replace the 90-foot, cone-roller center-balanced turntable made by the American Bridge Company, which was equipped with a Nichols electric tractor that was installed when the 1910-1911 roundhouse was built.

This new-in-1926 turntable at Carbondale was a three-point, twin-span turntable of the non-balanced type, which distributed its dead and live loads equally between the center and circle rail foundations, with four equalizing trucks, two at each end, together with the center, making it a five-point bearing table. This new Carbondale turntable was similar to the 105-foot three point twin-span turntable that was installed on January 7, 1924 at Oneonta; that replaced the 75-foot center-balanced turntable that was there at the time.

Both of these 105-foot turntables (the one at Oneonta and the one at Carbondale, as well as the turntable at Colonie) were, as is well known, 2 1/2 feet too short for the Challengers. To turn a Challenger at Carbondale, Oneonta, or Colonie, a wye track was used; the 125-foot long turntable at Binghamton was the only D&H turntable that could turn the D&H Challengers.

This 1910-1911 Carbondale roundhouse was the fourth roundhouse built by the D&H in the Carbondale yard (the first in 1871-72, the second in 1884, the third in the 1890s; the Erie also had two roundhouses in the Carbondale yard). A great deal of additional information on these four D&H Carbondale roundhouses and on the Carbondale D&H yard and the passenger stations and freight houses there is presented in Volume XIV ("Carbondale Stations, Freight Houses, and the Carbondale Yard") and Volume XV ("Locomotives and Roundhouses") of my series on the history of the D&H.

continued on page 12

Promoting
the
Chamber
of
Commerce
Wine
Train.
Photo of
wine train
from
December
2016 issue
of *BLHS
Bulletin*
given at

Black Flags

by Doug Barron

This column's purpose is to recognize those D&H, CP, NS and other area railroad employees who have passed away. Please write to me at 29 Hungerford Road, Albany, NY 12203 if you have information for or regarding this column.

The BLHS has the sad duty to report the following D&H and other area railroad industry employee and/or retiree death(s):

Thomas S. Fraumane

Thomas S. Fraumane, 90, of Johnstown, NY died peacefully on November 25, 2016 at St. Mary's Hospital in Amsterdam, NY. During WWII, he enlisted in the U.S. Army. Tom worked for the American Locomotive Company for many years and later with Carpenter's Local 370 as a carpenter and millwright for several years until his retirement in 1988.

Elizabeth C. "Bette" Monty

Elizabeth C. "Bette" Monty, 93, of Stillwater, NY passed away on November 19, 2016 at Evergreen Retirement Community in Lancaster, Pa., where she resided since 2011. Bette was a graduate of Mechanicville High School and the Mildred Elley Business School. She retired after 42 years of service from the Boston & Maine Railroad as general manager and VP.

Anthony Narotta

Anthony Narotta, 82, of Voorheesville, NY passed away on November 30, 2016 at St. Peter's Hospital. Anthony was a graduate of Philip Schuyler High School and attended Ithaca College before serving in the U.S. Navy for three years. He then graduated from St. Lawrence University in 1958. He was employed for 30 years by Eastern Railroad Builders, and then by the New York State Dept. of Transportation Railroad Division until retirement.

William G. Shear, Sr.

William G. Shear, Sr. passed away peacefully at home on November 27, 2016. Bill was a 30-year retiree of Conrail in Selkirk.

Frank F. "Red" Terwelp

Frank F. "Red" Terwelp, 88, of Albany, NY died on November 17, 2016 at the Good Samaritan Health Care Center in Delmar, NY. Frank was an Army Air Corps veteran. He retired from the D&H Railroad after 35 years of service. Frank was a lifetime member of the Clifton Park Volunteer Fire Department.

Genevieve "Genna" Welch

Genevieve "Genna" Welch, 93, of Mechanicville, NY died on November 15, 2016 after a brief illness. A city native, Genna was a homemaker who during WWII worked with other women at the Boston & Maine Railroad yard in Mechanicville.

BLHS News from page 3

to re-crop images for production, and if your photo won't fit what we need, it can't make the newsletter. Sending your original image will help us quite a bit.

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Bridge Line Memories from page 11

Other D&H roundhouses

The roundhouse shown on the bottom of page 13 of the January 2017 issue is the D&H Wilkes-Barre roundhouse in which, in 1929, there were nine engine stalls and a 65-foot long turntable. A photograph of this roundhouse, dated May 8, 1928, is given in Volume XV ("Locomotives and Roundhouses", p. 326) of my series on the history of the D&H.

In the Wilkes-Barre yard there were five house tracks (which held an average of 88 cars), ten classifying tracks (allowing the classification of 130 cars), three receiving tracks from the Central Railroad of New Jersey (holding about 100 cars), and two delivery tracks (holding about 45 cars). In addition, at Jackson Street, there were ash, coal, caboose, coach, and storage tracks.

Buttonwood is in Hanover Township, just south of Wilkes-Barre. In the period 1913-1915, the 6.65-mile long Wilkes-Barre Connecting Railroad, between the D&H main line at Hudson, PA, and Buttonwood. The line was constructed (crossing the Susquehanna River twice), creating an interchange between the D&H and the Pennsylvania Railroad at Buttonwood, without going through downtown Wilkes-Barre.

The Carbondale turntable was clearly labeled as 150 feet, probably optimism by the draftsman. That's why I wanted confirmation; it seem too good to be true. Or, maybe it was planned for 150 feet, but cut back to 105 feet, and no one told the draftsman....JM.

Photos on page 13:

Top: The 2016 edition of the *Toys For Toys* train, northbound at Cobleskill, NY on December 3, 2016. Photo by Doug Barron.

Bottom: D&H #3034 demonstrating on the Green Mountain Railroad in Bellows Falls, Vermont in February 1966. Green Mountain did not choose the 3034, and ultimately wound up with D&H 3026, 3036 and 3050. Photo by Fred Bailey, collection of Scott Whitney.

zontal clearance for trains. Drainage improvements and covering the track will reduce the risk of icing problems that have been severe in some winters, as well as ponding that occurs.

"It is unfortunate that the collective efforts of so many can be sidelined by the threat of legal action", said a VTrans spokesman. "But rather than carry that risk into construction and potentially cost the taxpayers additional funds, VTrans and FHWA have elected to engage in an additional administrative process". FHWA and VTrans will conduct an Environmental Assessment (EA) to more thoroughly examine whether the project presents significant environmental impacts. The EA will cover all components of this project. A finding of no significant impact will allow the project to proceed with the current alternative to replace the aging bridges with a tunnel. A comprehensive alternatives analysis in the form of an Environmental Impact Statement will need to be performed if the EA identifies significant impacts. "The decision to perform an EA reflects the need to manage environmental and legal risks", said a Middlebury Select-board member. "While we all understand the need for replacing our downtown bridges and improving the safety of the rail line, I think the decision to undertake an EA is right for Middlebury".

FHWA and VTrans have previously documented a Categorical Exclusion (CE) for this project, and have decided to conduct an EA rather than reevaluate the CE in view of project's small but vocal opposition. Under NEPA, a CE applies to actions that do not individually or cumulatively have a significant effect on the environment.

Railway Track & Structures magazine

TSB wants rail crossing alerts added to navigation apps

The National Transportation Safety Board (NTSB) is recommending that technology companies such as Alphabet incorporate grade crossing geographic information system (GIS) data into their navigation applications to provide drivers with alerts when they're approaching crossings. The NTSB made its recommendation in a recent report on its investigation into a February 2015 Metrolink train crash. In the incident, the commuter train collided with a truck stuck on

rail track near a grade crossing in Oxnard, Calif. The train engineer died a week later from his injuries. Thirty-two passengers and crew members also were injured.

The truck driver, approaching an intersection and grade crossing, had intended to turn right onto another street. Instead, he turned too soon and entered into the railroad right of way, according to the NTSB report. The driver's vehicle became lodged on the track; after he couldn't get the truck off the track, the driver left the vehicle. The Metrolink train collided with the truck about 12 minutes later.

The NTSB later determined that fatigue may have caused the truck driver to turn mistakenly onto the railroad right of way rather than the road. Data on his cell phone indicated the navigation application was supplying information to up to the time of the crash. "It is possible that he relied on the navigation application to find his destination and subsequently misinterpreted the visual and audible cues available to him", the NTSB report stated.

Last year, the Federal Railroad Administration (FRA) announced that Alphabet subsidiary Google had agreed to integrate FRA-supplied GIS data on 250,000 public and private railroad crossings into its mapping and navigation applications, which would provide drivers and passengers with additional alerts when they're approaching a grade crossing. The FRA encouraged other tech companies to do the same. In April, the FRA informed the NTSB that Apple, Garmin, Here and TomTom also have agreed to incorporate grade crossing GIS data into their navigation systems, according to the NTSB report.

In June, the FRA informed the NTSB that it was reviewing its grade-crossing data for accuracy and expects to have it ready for integration into mapping and navigation applications by the end of the year. As a result, the NTSB is now recommending that Alphabet, Apple, Garmin, Here, TomTom, Inrix, MapQuest, Microsoft, Omnitrac, OpenStreetMap US, Sensys Networks, StreetLight Data, Teletrac and UPS of America incorporate grade crossing related GIS data, such as those being prepared by the FRA, into their navigation applications to provide drivers with additional safety

cues to reduce the likelihood of crashes at or near public and private grade crossings.

Progressive Railroading magazine
The theory seems to be that not being observant when you are driving is okay if you have a GPS unit. If you're clueless, blame it on your GPS. Why have to think? Hey, the GPS didn't tell you that the road was out and under three feet of water! The shysters have to love this, as it gives them plentiful targets of opportunity to sue....JB

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In Helper Service (our additional volunteers)

On the railroad, helpers are those engines used to assist a train over a stiff grade, such as the D&H's Richmondville Hill. In the *Bulletin*, we apply the term to those highly valued BLHS members and in the railroad community who assist us by providing news items, information, photos, clippings, articles, technical assistance, etc. A heavy freight needs a little help at times; so do we. And, just like the railroad crews, we appreciate the help.

If you have any questions about items in this issue, please contact the Publications Office or contact our columnists directly. We are always willing to discuss your interests and concerns, and we try to make ourselves as available as possible given the constraints in our lives.

In addition to our regular staff of contributors (see back cover), special thanks this month to: friends at CP, D&H and NS; **Chet Appiarius**; Fred Bailey; **John D. Bartley**; Mike Bischak; C.A. Brown; Robert F. Collins; K.J. Endriss; Fred W. Frailey; Kermit Geary, Jr.; **Dick Herbert**; **Gerald Jones**; Robert K. LaPorte; Jack MacDonald; M.D. McCarter; **S. Robert Powell**; Joseph R. Quinn; Hugh Strobel; **Stan Trzoniec**; H.K. Vollrath; Frank N. Wilner; and Ed Zech. We also wish to thank **Midwest Rail Scene Report**, **Progressive Railroading** magazine, **Railway Age** magazine, and Kalmbach Publishing's **Trains** magazine and web site. Other credits as noted in individual articles.

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Albany Times Union

October, 1935; from The Brass Switchkey
via **Midwest Rail Scene Report**

Midwest Central Railroad Club's *Headend* via **Midwest Rail Scene Report**

Midwest Rail Scene Report

New York Sun

Philadelphia Press

[illegible]

Photo of Wine Train, September 17, 2016, in Mayfield, PA. Photo on page 13 of the December 2016 issue of the *BLHS Bulletin*.



Delaware-Lackawanna C420 #405 with NEPA Wine Train, southbound, approaching Poplar Street crossing in Mayfield, PA, on September 17, 2016, Photo by Mike Bischak.